controlled list. That is where I offered to help the Members and to give the information.

MR. CHAIRMAN: Next question.

*122. [*The questioner (Shri Rajni Ranjan Sahu) was absent. For answer* vide *col.* 33-34 infra]

Ticketless passengers

*123. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of ticketless passengers apprehended during the period from October, 1988 to December, 1988 zone-wise; and

(b) what is the number of persons convicted and the amount of fine realised during this period zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b) A statement is laid on the Table of the Sabha. [*See* Appendix CL, Annexure No. 42]

DR. MOHD. HASHIM KIDWAI: According to the answer given by the hon. Minister, the number of persons apprehended is 18.38 lakhs, while the number of persons prosecuted is only 45,514 and still the number of persons who have been actually convicted is only 19,802. I want to know as to why this number in respect of prosecution and conviction has been reduced which is even less than 10 per cent in respect of persons prosecuted and jailed.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Sir, the number of railway magistrates appointed by the State Governments is only 112. Therefore, the large number of checks that take place and the apprehending of a large number of people are done by our staff, the railway checking staff. We do not levy a judicial fine but the full tariff is extracted from such people apprehended along with an excess charge. Therefore, though there may not be a judicial fine and people may not have been prosecuted and sent to jail because of the paucity of railway judicial magistrates, the full tariff is extracted along with an excess charge.

DR. MOHD. HASHIM KIDWAI: Sir, I would like to know whether the remedial measures taken by the Ministry had been successful in preventing ticketless travel or, at least, in reducing the number of ticketless passengers.

SHRI MADHAVRAO SCINDIA: The number of people apprehended has certainly gone up. Therefore, I can say that we have met with a certain degree of success. For instance, in 1985-86, the total number of checks conducted was 3.29 lakhs. This number went up to 4.28 lakhs in 1987-88. The number went up by about a lakh which is a rise of 30 per cent. The number of people apprehended has also gone up from 50 odd lakhs to about 67 lakhs in 1987-88. Therefore, we have certainly met with some success.

SHRI VISHVJIT P. SINGH: Mr. Chairman, Sir, I wrote to the hon. Railway Minister, the predecessor of the present Minister, many years ago, but no action has been taken so far on this issue. I would like to point it out once again. There is an illegal insurance racket functioning in regard to ticketless travel in Bombay in relation to the commuter traffic. I believe, this virus has spread to Delhi also. There are illegal companies which take a specific amount of fee from people who want to travel ticketless. These people travel ticketless and when they are caught, they pay a fine and then they recover the same from the insurance companies. There are vast numbers who travel ticketless. I would like to know from the hon. Minister, what is he doing about these illegal insurance companies which are allowing people to travel ticketless by giving some kind of a guarantee to these people.

SHRI MADHAVRAO SCINDIA: We will certainly keep in mind the views of the hon. Member which concerns some activity being indulged in if any by the underworld. We will certainly take his expert advice on the suggestion that he has made.

श्री सभापति : श्री मोहम्मद अमीन।

श्री मोहम्मद अमीन : सर,

श्री सभापति : आपका इरादा नहीं है सवाल करने का, तो फिर छोड़िए।

श्री मोहम्मद अमीन : जी हां, मैं तो ज्यादा सवाल करता ही नहीं, सर, आप तो जानते ही हैं।

श्री सभापति : देखिए, आप बात करते रहते हैं न, दिक्कत यह हो जाती है और आपका नाम बुलाया जाता है।

श्री मोहम्मद अमीन : सर, मैं यह जानना चाहता हूं कि क्या मंत्री जी को यह मालूम है कि मेल ट्रेनों के सेकेंड क्लास स्लीपर के डिब्बों में अनएथोराइज्ड लोग बड़ी तादाद में घुस जाते हैं और खासकर के दिल्ली से कलकत्ता और कलकत्ता से दिल्ली के रास्ते पर मैंने खुद देखा है। क्या यह बात मंत्री जी को मालूम है और अगर मालूम है तो वह क्या बंदोबस्त करना चाहते हैं?

श्री माधव राव सिंधिया : सर, इस समस्या का सामना अवश्य हम कर रहे हैं और काफी कुछ यह स्थानीय कानूनी व्यवस्था पर भी निर्भर होता है। हमारा प्रयास है कि ऐसी जगह, जहां अनएथोराइज्ड पैसेंजर बड़ी तादाद में प्रवेश करने का प्रयास करते हैं, वहां कुछ पैसेंजर ट्रेन भी चलाई जायें, चेकिंग स्टाफ में भी कुछ वृद्धि की जाय और साथ ही साथ जी.आर.पी. के द्वारा और स्टेट गवर्नमेंट के द्वारा कानूनी व्यवस्था पर भी काबू हो।

श्री मोहम्मद अमीन : जी.आर.पी. के जरिए जो करना चाहते हैं, जरूर करें। लेकिन इस मसले की बुनियाद में यह है कि डिब्बे कम हैं और गाड़ियां कम हैं इस रास्ते पर।

श्री सभापति : वह तो उन्होंने कहा डिब्बे बढ़ाने की बात हो रही है।

SHRI SHANKARRAO NARAYANRAO DESHMUKH: Sir, we find from the statement attached to the answer that the number of ticketless passengers apprehended during October—December was 18.38 lakhs. On an average, it comes to 6 lakh persons per month. Is it due to the improper working or inefficient working of the checking staff? Since this has often been brought to the notice of the railway authorities. What action had been taken or is being taken against this checking staff and what is the result thereof?

SHRI MADHAVRAO SCINDIA: I have already answered this question. In actual fact, if the hon. Member thinks that 6 lakh a month is very high figure, he is, in a way, being complimentary because it means the volume of people apprehended is as such as 6 lakh a month. The hon. Member seems to be appreciating it. The fact of the matter is, that the more vigilant and efficient ticket checking staff will become, the more will be the number of people apprehended. So, it is a matter of satisfaction to all of us.

SHRI SHANKARRAO NARAYANRAO DESHMUKH: What action is taken against the checking staff?

MR. CHAIRMAN: They are fined.

SHRI MADHAVRAO SCINDIA: If the checking staff apprehends a large number of people, I would not like to take action. I would like to commend them.

MR. CHAIRMAN: If they check more people, their working is good.

SHRI SANTOSH BAGRODIA: Sir, the suburban rail commuters in Bombay account for half the total number

of passengers travelling in the country in the Indian Railways. What is the estimated extent of ticketless travelling in the city and how far has the Government succeeded in checking this menace?

Secondly, my friend has pointed out about the problem of large groups of ticketless students and workers, especially in the Eastern zone, entering trains, including the reserved compartments for their daily trips to nearby major cities. Is the Government going to do anything about that?

SHRI MADHAVRAO SCINDIA: I have not followed the second part of the question.

SHRI SANTOSH BAGRODIA: Has Government made a study of the problem of large groups of ticketless students and workers, especially in the Eastern zone, entering trains, including the reserved compartments for their daily trips to nearby major cities? What is the Government going to do about this?

SHRI MADHAVRAO SCINDIA: This is a problem which is certainly engaging our attention. It is very difficult to make an exact assessment of the number of ticketless travellers on suburban railways. In fact, if we could make a correct assessment, we could have apprehended them also. However, strict action is being taken on various fronts, like concerted staff checks, replacement checks where ticket collectors are replaced by T.T.Es for 24 hours or more, mobile checks, magisterial checks, cross country checks, etc. Various efforts are being made but the hon. Member is quite correct in saying that this is a problem which we are facing, particularly in certain identified areas of the country, and all efforts are being taken to meet this problem.

MR. CHAIRMAN: Mr. Amin and Bagrodia want you to take special interest because they find that this problem has assumed extreme proportions in Eastern zone, particularly between Calcutta and Delhi.

SHRI MADHAVRAO SCINDIA: I would like to assure them, through you, that great interest is being taken in this to meet this problem.

श्री मोहम्मद खलीलुर रहमान : महोदय, हमारे मुल्क में कई किस्म की ट्रेंस हैं, मिसाल के तौर पर पैसेंजर ट्रेंन हैं, एक्सप्रेस ट्रेंस हैं, सुपरफास्ट ट्रेंस हैं। इसके अलावा कुछ लोग डिस्टेंस और शार्ट डिस्टेंस ट्रेंस भी हैं। मैं मिनिस्टर साहब से यह जानना चाहूंगा कि टिकिटलेस ट्रैवलर्स की तादाद क्या पैसेंजर ट्रेंस में ज्यादा है या फास्ट और एक्सप्रेस ट्रेंस में ज्यादा है या शार्ट डिस्टेंस या लांग डिस्टेंस ट्रेंस में ज्यादा है?

श्री माधव राव सिंधिया: सर, इसका जवाब देना तो कठिन होगा क्योंकि

this varies from train to train

कभी-कभी कुछ फास्ट ट्रेंस या एक्सप्रेस ट्रेंस किसी बड़े शहर के पूर्व ऐसी जगह रुकती हैं जो उनके लिए सुविधाजनक हो। कम्प्यूटर ट्रवलर्स के लिए कभी-कभी पैसेंजर ट्रेंस बहुत सुविधाजनक होती हैं It differs from tarin to train. You cannot categorise them.

REPLACEMENT OF OCTORI DUTY

*124. SHRI PRAMOD MAHAJAN:†
SHRI SHANKER SINH VAGHELA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether alternative sources of income to replace Octroi Duty were discussed recently at the Transport Development Council;

(b) if so, what were the conclusions; and

(c) whether his Ministry has written to the State Governments to take steps in this regard, if so, what is the State-wise response thereto?

†The question was actually asked on the floor of the House by Shri Pramod Mahajan.